

LANTERN

READINGS.

THE ROCKY MOUNTAINS

OF

THE CANADIAN PACIFIC RAILWAY.



THE ROCKY MOUNTAINS OF THE GANADIAN PACIFIC RAILWAY.

LONDON:

BASTER, PASSMORE, AND SONS, PRINTERS, FANN STREET, E.C.

Preliminary Hints to Amateur Lecturers.

T is recommended to amateurs to carefully study the reading in private before attempting to render it in public. will make the public reading more easy, and enable the reader —by familiarity with the emphasis and leading points—to

deliver the reading with much greater effect. This prefatory study may be conducted in the following manner—(1) Have all the slides arranged in the rack-box, in the order in which they follow on in the reading. (2) Take out the slide from the box at the point at which the signal would be made to the operator if the public reading were in progress. (3) Hold the slide, at a slight inclination, a few inches from a small sheet of white paper lying on the left hand; the white paper will enable one to see clearly the chief objects upon the slide. (4) Read and compare the description with the slide, so that when the public reading is attempted there may be no hesitation in the use of the pointer. (5) In this way proceed through all the slides, replacing them in the rack, and extracting the next at the signal-mark [B] where it occurs in the reading. The advantage, both to the reader and his audience, of this private study will prove incalculable.

It is further recommended to amateurs by the author of this reading, not to adopt the too common mode of signalling to the operator by at one time rapping with the pointer, at another giving directions with the voice. The customary "rap-tap-tap" alternating with "Now, then, if you please, the next picture," has a grotesque effect on the audience, and is not unfrequently perplexing to the operator himself. The use of a small table-bell, whose single "ding" is just loud enough to be heard by the operator, will be found to be a much better way; or, best of all, an "Invalid electric bell," the metallic gong of which has been replaced by a silent wooden one. The bell is placed by the lantern, and the "push" at the other end of the silk cord is operated by the reader. One who has not had much practice in reading in public should be careful also to read as if to the most distant person in his audience, and then all will hear.

It usually takes about a quarter of a minute to "dissolve" one view into the next, or, where only one lantern is used, to change the slides; and hence, to mark the place at which the reader should strike his bell, there will be found the letter **B** enclosed in brackets [**B**] sufficiently near the close of the "reading" on each view to admit of the reading on to the next view being proceeded with, without the awkward pause that so often spoils the smoothness of the whole entertainment.

SLIDES TO ILLUSTRATE THE READING.

- 1 Introductory Slide (Curtain).
- Calgary, the Police Barracks.
- 3 Indian Tepees on the Prairie.
- 4 Field Hotel and Mount Stephen.
- 5 Kicking Horse Pass.
- 6 Cathedral Mountain.
- 7 North Fort of the Kicking Horse Pass.
- 8 Mount Carroll, Selkirk Range.
- 9 Glacier Hotel and Station, Selkirk Range.
- 10 The Glacier, from the Hotel, Selkirk Range.
- 11 Approach to the Glacier, Selkirk Range.
- 12 The Great Selkirk Glacier, Selkirk Range.
- 13 Selkirk Glacier, Solid Ice 60 feet high, Selkirk Range.
- 14 Mount Sir Donald, Selkirk Range.
- 15 Effects of an Avalanche, Selkirk Range.
- 16 Hermit Range, Selkirk Range.
- 17 The Loop-Upper Bridges, Selkirk Range,
- 18 Ross Peak and Loop-Lower Bridge, Selkirk Range.
- 19 Syndicate Range, Selkirk Range.
- 20 Sport in the Selkirks, a dead Grizzly.
- 21 Cantilever Bridge, Frazer Cañon.
- 22 Frazer Cañon Cantilever Bridge.
- 23 Rocks near Cisco, the River, Frazer Cañon.
- 24 China Bar Bluft, Frazer Cañon.
- 25 Scuzzy Creek, Frazer Cañon.
- 26 The River, Frazer Cañon.
- 27 A narrow Pass, Frazer Cañon.
- 28 Cariboo Joe Tunnel, Frazer Cañon.
- 29 Suspension Bridge, Frazer Cañon.
- 30 A bend of the River, Frazer Cañon.
- 31 Among the Rocks, Frazer Cañon.
- 32 Near Five Mile Creek, Frazer Cañon.
- 33 No. 2 Tunnel, looking Up, Frazer Cañon.
- 34 The Gateway, looking Up, Frazer Cañon.
- 35 Yale, B.C.
- 36 Canadian Pacific Wharf, Vancouver.
- 37 Cordova Street, Vancouver.
- 38 Victoria, British Columbia,
- 39 The Gorge, Victoria.
- 40 Esquimalt Harbour.
- 41 Graving Dock, Esquimalt.
- 42 Canadian Pacific Steamship.

THE ROCKY MOUNTAINS

OF

THE CANADIAN PACIFIC RAILWAY.

00:00:00

INTRODUCTION.

E purpose, kind friends, to leave England for a short time on an imaginary journey across that broad land, the beauties and glories of which have so recently been brought within our reach. There will be no hardships to endure, no difficulties to overcome, and no dangers or annoyances whatever. You shall see mighty rivers, vast forests, boundless plains, stupendous mountains and wonders innumerable; and you shall see all in comfort; you will find everything fresh and novel.

A railway from the Atlantic to the Pacific, all the way on British soil, was long the dream of a few in Canada. This dream of the few became, in time, the hope of the many, and on the confederation of the British North American provinces, in 1867, its realization was found to be a political necessity. Then the Government of the new Dominion of Canada set about the building of the Canadian Pacific Railway, a work of such vast proportions that the richest empire of Europe might well have hesitated before entering upon it.

Much of the country through which the railway must be built, was unexplored. Towards the east, all was a vast rocky region, where Nature in her younger days had run riot, and where deep lakes and mighty rivers, in every direction, opposed the progress of the engineer. Beyond Red River for a thousand miles stretched a great plain, known only to the wild Indian and the fur trader; then came the mountains, range after range, in close succession, and all unexplored. Through all this, for a distance of nearly 3,000 miles, the railway surveys had first to be made.

In the wilderness east, north and west of Lake Superior, forests of pine and other timber, and mineral deposits of incalculable value, were found, and millions of acres of agricultural land as well. Towards the mountains great coal-fields were discovered, and British Columbia beyond was known to contain almost every element to add to the wealth of the Dominion.

The Canadian Pacific Railway Company was organized early in 1881, and immediately entered into a contract with the Government to complete the line within ten years.

While the rails were advancing at an average rate of more than three miles each working day for months in succession, and sometimes five or even six miles in a day, armies of men with all modern appliances and thousands of tons of dynamite were breaking down the barriers of hard and tough rocks, and pushing the line through the forests north and east of Lake Superior with such energy that Eastern Canada and the Canadian North-West were united by a continuous railway early in 1885.

The close of 1885 found the Company, not yet five

years old, in possession of no less than 4,315 miles of railway, including the longest continuous line in the world, extending from Quebec and Montreal all the way across the continent to the Pacific Ocean, a distance of 3,050 miles; and by the midsummer of 1886 all this vast system was fully equipped and fairly working throughout.

The touch of this young giant of the north was felt upon the world's commerce almost before his existence was known; and, not content with the trade of the golden shores of the Pacific from California to Alaska, his arms at once reached out across that broad ocean and grasped the teas and silks of China and Japan to exchange them for the fabrics of Europe and North America.

We have seen, far away along the western horizon, what seemed at times to be mountains, and at other times nothing but clouds. Upon clear days one felt sure that they were solid masses of rock and ice and snow; but, during most of the time, the mass had a nebulous, hazy appearance, making you think that a steady wind might drive it all away. But here we are assuredly among the foothills of great mountains.

We pass pretty mountain-torrents and an occasional cascade, silvery lakes and tortuous streams, until suddenly, making a sharp turn to the north-west, we pass through the gap right into the mountain-chain. The peaks are enormous, great masses of rock stand up steeply, and, in some cases, almost perpendicularly; broken, jagged, rough, and beyond description by words. We are gradually ascending the gradients, although there is little to tell the inexperienced that they are climbing the great Rocky Mountains. Soon we are

apparently making directly for the precipitous face of the biggest mountain we have yet seen, rising a mile high, directly in front of us. This is the great snowcapped Cascade Mountain, elevated about 10,000 feet above the sea-level. It is in the Canadian Natural Just when the locomotive seems Park, near Banff. ready to dash against the monster mountain, the line suddenly veers to the left, and the apparently inevitable collision is avoided. We pass over the summit of this the first of the four ranges of the Rocky Mountains, descend its eastern slope, pass the prosperous mining village of Golden, in the Columbia River Valley, ascend the second mountain-range called "The Selkirks," and, when near its summit, we cross over Stony Creek, a lovely bounding torrent tumbling thousands of feet down the mountain side. This creek is crossed by a bridge, which is the highest of its kind in the world, being 79 feet above the raging little stream; and as one looks down into the great depths from the observation car, it would be easy to believe the height greater. Extraordinary care is taken by the Railway Company in keeping track and bridges in perfect order. Watchmen are stationed upon every mile of road, who can, by pre-arranged signals, warn the train conductors of danger from any source; and, consequently, travelling in the mountains is absolutely as safe as travelling upon the level prairie. Nearer still to the summit we come upon Mount Hermit, when we pass so close to the foot of the mountain that, sitting in the ordinary car, it is quite impossible to see the top. In order to see it, one must sit upon the floor of the car, and press one's nose flat against the window. With an amiable, pliable sort of a nose, the summit may then be seen, but with a Roman nose it would be quite out of the question. Following a curving gorge, cut deeply between Mount Hermit on the one side and Mount Carroll still higher on the other, we roll into the great amphitheatre, in the centre of which is situated the Canadian Pacific Railway Station and Mount Sir Donald, the monarch of the Selkirks. Reaching the valley of the Thomson River, near Kamloops, we find quite a busy little town, the central settlement of a good ranching and fruit country. We follow this valley to the Frazer River and Cañon. On the way we pass locations of Indians and Chinamen, who are generally engaged either in mining or fishing. The Celestials bring all their home customs with them; even in their little graveyards you see red and striped banners flying from staffs, and white posts at the grave-side with red streamers waving in the wind. One banner means "man dead"; three banners, "devil keep off." The Chinaman's explanation is that "the devil no like red flag." The Frazer River is the chief water-course of British Columbia. It flows through a deep and rocky gorge, furnishing, in rapid succession, innumerable and almost continuous bits of scenery, well described by American, as "terrific." This scenery, while entirely different, is as impressive as any we have ever seen or read of. (Huge rocks fallen into the river have been worn by the action of the elements into shapes like towers, castles and rows of bridge piers, while the current, swift and irresistible, eddies round them. Tunnel after tunnel have the railway men been obliged to make. The cliffs that encompass the river rise for thousands of Almost overcome with the grandeur of the scenery and tired with excitement, we come to a junction, where one line of railway brings us to New

Westminster, the other to Vancouver. New Westminster is famous for its salmon and other fisheries. Already the value of the fish caught in British Columbian waters is estimated at one million sterling a year, and yet the industry is rather at its birth than in its infancy. the waters in and near the province fairly swarm with The rivers teem with them, the straits and fiords and gulfs abound with them, while the ocean beyond is freighted with an incalculable weight of living food, which must soon be distributed among the homes of the civilized world. Trustworthy accounts assert that the rivers are so alive with fish that the ripple of their back fins may be seen fretting the entire surface of the stream. In short, one may walk upon their backs. There are thirty fish canneries, turning out half a million cases a year, the value of which is £200,000. New Westminster is also famous for its big logs. Some of these have been cut into planks 14 feet wide. Such planks were exhibited at the Colonial Exhibition in London; but even broader planks could have been made, were it not for the excessive cost of bringing such huge logs to the mill. Here we may see logs 60 and 80 feet in length, and 36 inches square, being loaded for shipment to Montreal, 3,000 miles away. They will be used there in the wharves, which require to be made very strong to resist the action of the ice at the break-up of the rivers in the spring. The Douglas pine is a noble-looking tree and the timber is of great value, owing to its uncommon strength of fibre. From this sort were made the masts and spars of the famous American vachts, "Puritan," "Mayflower," "Volunteer," &c. the Royal City Saw Mills, at New Westminster, you have a type of the mills in this new western country, which

ships the manufactured timber in great quantities to Europe, Asia, and Australia, as well as to all parts of America. From New Westminster one may travel to Vancouver, either by rail (steam and electric), by steamer, or by waggon road. Very striking is the waggon drive, the road for a portion of the way being cut through trees 300 feet in height. In Vancouver one puts up at the Canadian Pacific Hotel, a palatial structure, most elegantly fitted up, and having as well appointed a table and as well-trained attendants as the best hotel in London. The rates are less than those of a first-class London hotel. Coming to the wharf, we take a stroll through the Tea Sheds, and we realize that this seven-year-old town, with its 15,000 of population, is the most important tea and silk distributing centre in America, and we begin to understand the tremendous enthusiasm of the people as they talk of the great future of their city. Close to the Tea Sheds we see the Canadian Pacific Railway steamer, and we are filled with admiration for this enterprising young Canadian people, upon whose steamers we embark for a trip across the Pacific Ocean to Japan and China; these beautiful vessels are as fast as the "Teutonic," and have made the best record across the Pacific. them the mails have been brought from Yokohama to Vancouver so quickly that they reached London in We should like to cross the Pacific in one of them, but that must be reserved for another entertainment. We will, however, go as far as Victoria, B.C., where George Vancouver, the famous navigator, landed in 1792 or thereabouts. The island, whose chief town is Victoria, was named after him 40 odd years ago, when there was a dispute as to the boundary of Oregon

and British Columbia, and the political war-cry at American Elections was, "54-40 or fight." Victoria was full of war-ships and soldiers. It was all settled, however, without fighting. Victoria is now, in comparison to the towns around it, a comfortable old city. The older inhabitants are very comfortable, and from their easy business habits are called by the more youthful and enterprising people of Vancouver, "Moss-backs."

We will now conclude our introductory remarks by stating that this railway has shortened the distance across the American continent by 300 miles; and that there is room in Canada for 100,000,000 British subjects, whose privilege it will be to guard this new British highway to the east.

The room may now be darkened.

No. 2.—Calgary Police Barracks. Going westward, we see the headquarters of the North-West Mounted Police, a body of men of whom Canada is justly proud. This organization is composed of young and picked men, throughly drilled, and governed by the strictest military Their firm and considerate rule won the respect and obedience of the Indians long before the advent of the railway, and its coming was attended by none of the lawlessness and violence which have darkly marked the opening of new districts elsewhere in America—so wholesome was the fame of these red-coated guardians of the prairies. Calgary is situated at the base of the Rocky Mountains, 2,262 miles from Montreal, and 3.416 feet above the ocean [B]. district is under the influence of the warm "Chenook" and winds away across the mountains; which, with few exceptions, keep the ground free from snow, affording pasturage for the countless herds feeding far out on the plain.

- No. 3.—Indian Tepess on the Prairie. The Tepees Indians are of such unprepossessing appearance that one hears, with comparative equanimity, of their numbering only 20,000 in all, and of their shrinkage, owing, principally to the vices of their women. They are represented on the station platform by braves of high and low degree, squaws and papooses, mostly bent on trading pipes and trinkets for tobacco and silver—a picturesque-looking lot, but dirty withal, in blankets of brilliant colours [B]. Their conical tents are covered with well-smoked cloths and skins.
- No. 4.—FIELD HOTEL, MOUNT STEPHEN. We now commence the ascent of the Rocky Mountains. hours after leaving Calgary we pass the famous anthracite mines near the base of Cascade Mountain, and soon after Banff, already famous for its hot and sulphurous springs, which possess wonderful curative powers, and which have already attracted thousands of people, many of them from great distances. The district for miles around has been reserved by the Canadian Government as a national park, and much has already been done to add to its natural beauty, or, rather, to make its beauties accessible; for, in this supremely beautiful place, the hand of man can add but little. The picture now before you is Mount Stephen, one of the most prominent of the This is a stupendous mountain, rising to Rockies. a height of more than 8,000 feet, holding on one of its shoulders a glacier 500 feet thick. On the side of this

mountain is the well-appointed Field Hotel, overlooking the beautiful valley and river. The river comes down from its glacier sources, plunges over a precipice beneath the hotel, and stretches away through the deep, forested valley [B.] Visitors stop here for a day or two at least, to enjoy the grand surroundings and the luxurious arrangements of this hotel.

- No. 5.—The Wapta, or Kicking Horse Pass. Still following the river, now crossing deep ravines, now piercing projecting rocky spurs, now quietly gliding through level park-like expanses of greensward, with beautiful trees, pretty lakelets and babbling brooks, with here and there a saw-mill, a slate-quarry or some other new industry, we soon enter a tremendous gorge, whose frowning walls, thousands of feet high, seem to overhang the boiling stream which frets and roars at their base; [B] and this we follow for miles, half shut in from the daylight.
- No. 6.—The Cathedral Mountain from Kicking Horse Pass. Two hours from the summit and 3,000 feet below it, the gorge suddenly expands, and we see before us, high up against the sky, a jagged line of snowy peaks of new forms and colours [B]. A wide, deep, forest-covered valley intervenes, through which flows a broad and rapid river. This is the Cathedral Mountain.
- No. 7.—NORTH FORT, KICKING HORSE PASS. The mountains before us are the Selkirks, and we have now crossed the Rockies. Sweeping round into the Columbia Valley we have a glorious mountain view. To the north and south, as far as the eye can reach, we have the Rockies on the one hand and the Selkirks on the

other, widely differing in aspect, but each indescribably grand. Both rise from the river in a succession of tree-clad benches, and soon leaving the trees behind, shoot upwards, when a grand view is obtained of the Otter-tail Mountains, which rise abruptly to an immense height. Looking south, a magnificent range of peaks [B] extends in orderly array towards the south-east as far as the eye can reach.

- No. 8.—Mount Carroll From Rogers Pass Station. Mount Carroll is one of the Selkirk range. The railway turns down the Columbia, following one of the river benches through gigantic trees for 20 miles to Donald, where prospectors alight bound for the silver mines in the vicinity, or the gold "diggin's" farther down the river; others are ambitious sportsmen, who are seeking mountain goat, or caribou, or mountain sheep—the famous "big-horn." They will not fail to run upon a bear now and then, black or cinnamon, and perchance a grizzly. This mountain is often called Macdonald after the late Canadian premier [B]. It is one of the first of the Selkirks, 10,000 feet high, and was never visited by white man until 1883.
- No. 9.—The Glacier Hotel and Station is situated in the heart of the Selkirks, within fifteen minutes' walk of the Great Glacier, which covers an area of about 38 square miles. The hotel, which has recently been enlarged to accommodate the ever-increasing travel, is in a beautiful amphitheatre surrounded by lofty mountains [B]. The dense forests all about are filled with the music of restless brooks, which will irresistibly attract the trout fisherman and the hunter.

- No. 10.—The Glacier from the Hotel. The main point of interest, however, is the Great Glacier. One may safely climb upon its wrinkled surface or penetrate its water-worn caves. It is about 500 feet thick at its forefoot, and is said to exceed in area all the glaciers of Switzerland combined. No tourist should fail to stop here for a day at least [B]. He will be loath to leave it at the end of a week.
- No. 11.—APPROACH TO THE GLACIER. We are here in the midst of the Great Glaciers, which we must admire. Two miles of rough walking, with a sufficient amount of clambering [B], will bring us well up on to the glacier, a vast mass of ice a mile wide.
- No. 12.—The Great Selkirk Glacier. The summit of the glacier is a natural resting-place, a broad level area surrounded by mountain monarchs, all of them in the deadly embrace of glaciers. Strange under the warm summer's sky [B] to see the battle going on between rocks and ice,—a battle begun ages ago, and to continue for ages to come!
- No. 13.—Selkirk Glacier. We are now close to this grand glacier, the constant cracking of which, to the nervous, is alarming. Clear green fissures can be plainly seen, and innumerable sparkling cascades of icy water come leaping down, which ultimately unite to form the Columbia River [B]. The dark portion on the right is a cave several feet in height.
- No. 14.—MOUNT SIR DONALD. This is the grandest of all the peaks of the Selkirks; an acute pyramid of

naked rock shooting up nearly 8,000 feet above us, and supposed to be inaccessible [B]. It is named after Sir Donald Smith, one of the first Directors of the Canadian Pacific Railway.

- No. 15.—Effect of an Avalanche. To reach the deep valley below, the engineers wound the railway in a series of great curves or loops all about the mountain slopes, and as we move on, this marvellous scene is presented to us in every aspect. We plunge again through precipitous gorges, deep and dark, and again cross the Columbia River, which has made a great detour around the Selkirk Mountains while we have come directly through them. Here are the great loops, and here the miles of snow sheds, which render it absolutely safe for railway trains to run regularly during the avalanche season [B]. This picture represents the effect of a snow slide from Mount Sir Donald, the trees have been entirely cleared from a space half a mile wide.
- No. 16.—HERMIT RANGE. In our descent from the glacier across the valley over the railway track, we see the mighty Hermit Range. The tops of these mountains often take fantastic shapes [B], more particularly the one called the Hermit.
- No. 17.—The Loop Upper Bridges. We are now following the mighty loops by which one mile and a half of the roadway has been lengthened into seven miles [B], to lessen the grade.
- No. 18.—Ross Peak and Loop Lower Bridge. We are now at the base of Ross Peak, a very beautiful and

symmetrical mountain, named after the chief engineer of the railway. We enter here into a wild valley, or rather deep ravine, through which flows another tributary to the Columbia River, which we cross a second time, and pass over a third, also a small range of mountains [B], before reaching the valley of the Thomson River.

- No. 19.—Syndicate Range. Another grand snow-clad series of mountains. The deep and narrow pass through this range takes us between parallel lines of almost vertical cliffs [B], and all the way along the valley is thicky set with trees of many varieties and astonishing size.
- No. 20.—A DEAD GRIZZLY BEAR. The province is a sportsman's Eden, but the hunting of big game there is not a venture to be lightly undertaken. It is not alone the distance, or the cost, that makes one pause, for, after the province is reached, the mountain-climbing is a task that no amount of wealth will lighten. And these are genuine mountains, by-the-way, wearing eternal caps of snow, and equally eternal deceit as to their distances, their heights, and to all else concerning which a rarefied atmosphere can hocus-pocus a stranger. There is one animal, king of all the beasts, which the most unaspiring hunter may chance upon as well as the bravest, and that animal carries a perpetual chip upon its shoulder, and seldom turns from an encounter. It is the grizzly bear. It is his presence that gives you either zest or pause, as you may decide, in hunting all the others that roam the mountains. Yet, in that hunter's dreamland, it is the grizzly that attracts many sportsmen every year **B**. This animal was four years old and weighed 500 pounds. He was shot by the man standing near him.

- No. 21.—Frazer Canon Cantilever Bridge. A sudden flash of light indicates that we have emerged from the pass, and we see, stretching away before us, the lakes, whose crystal waters are hemmed and broken in every way by abruptly rising mountains. After playing hide-and-seek with these lovely lakes for an hour or two, the valley is reached—a wide, almost treeless valley, already occupied from end to end by farms and cattle ranches; and here, for the first time, irrigating ditches appear [B]. Flocks and herds are grazing everywhere, and the ever-present mountains look down upon us more kindly than has been their wont.
- No. 22.—Frazer Canon Cantilever Bridge. Then comes Kamloops, the principal town in the interior of British Columbia, and just beyond we follow for an hour the shore of the lake, shooting through tunnel after tunnel, and then the valley shuts in, and the scarred and rugged mountains frown upon us again, and for hours we wind along their sides, looking down upon a tumbling river, its waters sometimes almost within our reach, and sometimes lost below. We suddenly cross the deep black gorge of the Frazer River on a massive bridge of steel, seemingly constructed in mid-air, plunge through a tunnel, and enter the famous cañon of the Frazer [B]. This bridge was built by Hawksworth, at Gateshead, and sent round by Cape Horn.
- No. 23.—Fraser Canon—the River. The views here change from the grand to the terrible. Through this gorge, so deep and narrow in so many places, the black and ferocious waters of the great river force their way towards the Pacific [B]. We propose following

its course with a series of grand water and bluff scenes until we reach the little town of Yale, on the coast.

- No. 24.—China Bar Bluff. Near here, during the gold craze, was one of the busiest centres of British Columbia, full of explorers and "prospectors." They soon found much of this work too difficult even for their pertinacity. Gold exists in large quantities, but needs machinery and capital to secure it [B]. Doubtless there is a great future before this part of the country, now so accessible by the Canadian Pacific Railway,
- No. 25.—Scuzzy Creek, Frazer Canon. A pretty view of mountain scenery—a course of many of the cascades to the Frazer River [B]. Here also are traces of metals, whose value industry has not yet established.
- No. **26.**—Frazer Canon, the River. Here we get a peep of the neglected remains of the old Cariboo stage road, built under the pressure of the gold craze, in 1858. Miners came from all parts, and it is estimated that as many as 30,000 settled in this locality, though there was nothing on which this horde of men could be sustained. [**B**]. The mines could at that time be reached only by the violent and almost boiling Frazer River.
- No. 27.—Frazer River—a Narrow Pass. A view of a narrow pass, where the water is confined [B], producing dangerous rapids.
- No. 28.—Cariboo Joe Tunnel. A short tunnel in the deepest part of the canon, which caused the engineers an immense amount of trouble to construct.

The men had to climb down rope ladders to get a foothold. Sixteen lives were lost [B], including one brave fellow called Cariboo Joe, hence the name of this tunnel.

- No. 29.—Suspension Bridge over the Frazer River. This bridge was built for the Cariboo waggon road thirty years before the railroad, and was at that time considered an engineering feat, from the difficulty of locomotion [B], and the slender resources of the colony of British Columbia.
- No. **30.**—A Bend of the Frazer River. A beautiful sweep of the river, showing the course of the railroad [**B**]. The river here, from its great width, has the appearance of a lake.
- No. 31.—Among the Rocks, Frazer Canon. Here the gorge is so narrow [B] that the water rushes through with great impetuosity, causing rapids.
- No. **32.**—Near Five Mile Creek, Frazer Canon. This is considered [**B**] the finest gorge on the Frazer River.
- No. 33.—No. 2 Tunnel, Frazer Canon. This is considered one of the finest views; looking up the canon the railroad leaves the course of the river [B], and enters the second tunnel from Yale.
- No. **34.**—The Gateway to the Frazer Canon. This is the entrance to the canon from the west [B]. The river turns abruptly to the left, and from this point it is difficult to distinguish its course.

No. **35**.—Yale, British Columbia. At Yale the canon ends and the river widens out, but we have mountains yet in plenty, at times receding, and then drawing near again. It was for thirty years the head of river navigation. Merchandise was forwarded from hence by waggons up the cañon to the gold mines, and other places in the interior. During the construction of the railroad it was the headquarters, and contained 5,000 inhabitants. It is now almost deserted, there being not more than 100 white inhabitants in the place. There is an Indian Mission here, and a post of the Hudson Bay Company [B]. It is a beautiful situation, has a lovely climate, and in time will be a place of importance.

No. 36. — Canadian Pacific Wharf, Vancouver. Vancouver, the principal city of the mainland, is slightly smaller than Victoria, but did not begin to displace the forest until 1886. After that every house except one was destroyed by fire. To-day it boasts a hotel comparable in most important respects with any in Canada, many noble business buildings of brick or stone, good schools, fine churches, a really great area of streets built up with dwellings, and a notable system of wharves, The Canadian Pacific Railway terwarehouses, etc. minates here, and so does the line of steamers for China and Japan. The view shows the wharf, tea warehouses, and a steamer unloading; also the arrival of the Atlantic express train. The city is picturesquely and healthfully situated on an arm of Burrard Inlet [B], has gas, water, electric lights, and shows no sign of halting in its hitherto rapid growth.

No. 37.—CARDOVA STREET, VANCOUVER. This is one

of the business streets of Vancouver. It has a primitive character like all the early settlements of America, and no doubt will be accidently burnt down [B], when on the sites will rise solid brick or stone erections with architectural pretensions.

- No. 38.—Victoria, British Columbia. The chief among the cities of British Columbia, and its capital, is Victoria, which has an estimated population of 22,000. Its business district wears a prosperous, solid, and attractive appearance, and its detached dwellings—all of frame, and of the distinctive type which marks the houses of the California town—are surrounded by gardens. It has a beautiful but inadequate harbour [B]; yet in a few years it will have spread to Esquimalt, now less than two miles distant.
- No. **39.**—The Gorge, Victoria, as the capital of British Columbia, cultivates the attractions of cities of the old country, grand hotels, theatres and pleasant drives [B]. This view represents a place of natural beauty, called the Gorge, a favourite resort for picnics, regattas and other amusements.
- No. 40.—Esquimalt Harbour. Near Victoria you will find Esquimalt, the North Pacific naval station, and an iron-clad or two, and perchance some old friends from home. This is now the seat of a British admiralty station, and has a splendid haven, whose water is of a depth of from six to eight fathoms [B]. At Esquimalt are government offices, churches, schools, hotels, stores, a naval "canteen," etc.

No. 41.—Graving Dock, Esquimalt. The dry dock of Esquimalt is 450 feet long, 26 feet deep, and 65 feet wide at its entrance. The electric street railroad of Victoria was extended to Esquimalt in the autumn of 1890. It is a fine piece of work, formed of granite, and equal to any in the old country. It was erected jointly by the British and Canadian governments [B]. Of the climate of Victoria Lord Lorne said, "It is softer and more constant than that of the south of England."

No. 42.—Canadian Pacific Steamship. Thesteamships "Empress of India," "Empress of Japan," and "Empress of China," built under contract with the Imperial Government, to carry the Royal Mails, have developed a speed of over 19 knots per hour. They are each 6,000 tons burden, 485 feet in length, and 51 feet in breadth, and are the only twin-screw steamers on the North Pacific. Their engines are triple expansion.

Special attention has been paid to strength and safety; the hull, in addition to having a double bottom extending its full length, is divided into 12 water-tight compartments, thus being practically unsinkable.

The cabins are large and roomy, and contain all the modern improvements, many new features being added; no expense has been spared in their luxurious fittings. The promenades are extensive, and free from obstructions. The saloons, smoking-rooms, social halls, and all passenger accommodation, are amidships, and surpass anything afloat. The vessels are lighted throughout by electricity; in a word, modern marine architecture has in these palaces excelled itself.

CONCLUDING REMARKS.

The multiplicity of tours provided by the Canadian Pacific Railway Company are by no means confined within the bounds of Canada, nor the American continent. Huge though its railway system is, the Company's broad policy did not end at the Pacific coast. It looked beyond to the Orient, and its plans upon the seas have been carried out as magnificently as upon the land.

Three great twin-screw steel steamships were completed at Barrow-in-Furness, England, early in the present year, constructed especially for the line between Vancouver, Their first task, before taking their Japan and China. station on the North Pacific, was to convey hundreds of tourists round the world; henceforth they will afford a fast permanent line of the very highest class to Yokohama, Shanghai, and Hong Kong. These steamships, the latest important specimens of marine architecture, are, in point of construction, equal to the best Atlantic "liners," and are superior to any in the perfection and luxury of their appointments. Capable of steaming, under ordinary conditions, 19 knots an hour. they may be considered Queens of the Sea. have an unusual number of water-tight compartments. which render them practically unsinkable, and nothing that skill could suggest or money provide has been left undone to make them all that great passenger steamships can be.

By this means two of the most beautiful and interesting countries of the world, Japan and China, may be reached so readily that there is no longer an excuse for not visiting them. In fact, this new line and the Canadian Pacific Railway bring New York within fifteen days of Japan, or, in other words, it is possible for the tourist to spend an entire month in Japan—in Wonderland—and be away from New York only sixty days, and the entire cost of the journey will hardly exceed that of living at a first-class New York hotel for the same length of time.

It must also be remembered that the railway and water communications in Japan are now so complete that a month there will enable one to see all the chief places of interest, and without hurry. Surely no sixty-day trip can anywhere be made that will compare with this.

Of the numberless attractive features of Japan and China, it is unnecessary to speak at length here. Points to be visited, and many possible tours, long and short, will be treated of at length in the Japanese Guide, shortly to be issued. The port of landing in Japan is Yokohama, from which city all the great centres of population, the countless temples, spots of romantic and historical interest, the mountains and holiday resorts, etc., may be reached by rail, or steamer, or jinrikisha, or combinations of these methods of travel. A more lovely or more fascinating field for the tourist than Japan does not exist, and no one will regret paying it a visit.

The steamship ports of call for China are Shanghai and Hong Kong, exemplifications of old and new methods as at present followed in this strangest of strange lands, and each offers much to amuse and instruct the tourist. Then there is Canton, the great walled hive of Chinese life, with marvels manifold for

foreign eyes to see. But enough; all these and more are now within the public reach, and they may be reached in brief time, in comfort, and at small expense-what more can the travelling public desire? From Hong Kong, Australia, India, and all the principal ports of the world may be reached by regular steamship lines.

BC. Packing 6°. Phoenin Caman. Size of Saluen

LANTERN READINGS

Of the following subjects are published price 6d. each (per post 7d.), except where marked otherwise.

Absent Man, The. Adelaide, City of. Aurelia's Young Man. Abbeys and Castles of England. Arctic Regions. Animal Sagacity. America (London to the Falls of Niagara). Aladdin. Astronomy. Algiers. All about a London Daily. An Hour with the Church of England. Beauty Spots of the Riviera. Bridge of Sighs. Bay of Naples. Boons and Blessings. Bible Manners. Bottle. British Museum. Burmah, 1s. Belgium. Brussels. Berlin. Bashful Man. Bells of Shandon. Betsy and I. Barbados. Clergyman in Norway. China. Comical Talk. Congo. Cornwall. Channel Islands. Chimes. Children's Entertainment, 1. Children's Entertainment, 2. Central Africa. Canada Curfew must not ring to-night. Central Asia. Church History. Cricket on the Hearth. Dan Dabberton's Dream. Day in London. Devonshire. Drunkard's Children. Dick Whittington (new version). Dora, 1s. Egypt. English Cathedrals. Electric Light. East Coast of Africa. Engadine. English Lakes. English River Scenery. Fireman's Wedding, The, 1d. Falls of Niagara.

Franklin Search Expedition.

Fairy Tales (two books), 6d. each.

Florence. Gabrie, drub. General Gordon, 1s. Goblin Chimes. Germany. Hop Picking. Haddon Hall. Holy Land. Highlands of Scotland. Human Physiology. Heathen Chinee. Hardanger Fjord. Holland. Heart, and how it Beats. Ireland, 1 ls. each. In His Keeping, 1s. India. Industry and Idleness. Italy. Italian Lakes. Isle of Man. Isle of Wight. Jane Conquest. Jamaica. John Wesley, Knight and Lady. Lady Jane Grey. Lakes, English. London Statistics. London to Rome. Lowlands of Scotland. Life of a Plant. Liverpool. Little Vulgar Boy. Little Tiz, 4d. Look at the Clock. Melbourne, City of. May Queen, The, 1s. Madeira. Mysore. Magnetism and Electricity. Microscopio Gems. Mines and Mining. Modern Egypt. Mediterranean. Microscopic Objects. Marley's Ghost. Mary, Maid of the Inn. Mary, Queen of Scots. Microphone. New York. New York to the White Mountains. New Zealand, 1, New Zealand, 2. Norway, Western. Old Testament. Old Curiosity Shop. Old Coaching Days. One Thousand Miles up Congo. Parish Clerk The.

Pompeii. Prince of Wales's Visit to India. Prince of Wales's Hunting Expedition Photographer's Perplexities. Passion of Jesus, 2d. Parasites and their Hosts. Pilgrim's Progress. Phonograph. Paris Exhibition, Queen's Jubilee. Quaker and Robber. Rhine. Round the World in a Yacht. Round the World with a Camera. Rome. Return from Tavern. Retaliation. Romance of History. Ruined Cottage, 1s. Riviera. Do. Beauty Spots of the. Rip Van Winkle. Sydney, City of. Stations of the Cross, 2d. Sights of Rome. Switzerland, 1. Switzerland, 2, Sultan of Ragabago. Soudan War, 1s. Spain. South Africa. Stanley, 1s. Telephone. Ten Nights in a Bar-room. Tower of London. Thames. Temperance Sketch Book. Two Months in India. Trinidad. Voyage of Challenger. Venice. Village Blacksmith, World Inverted, The. Wales, North. Waves of Sound. Windsor. Wesley, John. Westminster Abbey. Washington City, D.C. Washington to the North West, US.A Well of St. Keyne. West African Settlements. Wye River. Wedding Bells. Wanderings in Paris. Western Norway. Wreck of the Hesperus. Zoological Gardens.

Poor Pa's Trousers.

Pyramids of Egypt.

NUMEROUS COMIC READINGS.